



late Clube do Rio de Janeiro

2nd AMENDMENT TO THE SAILING INSTRUCTION, with changes in red, on 30/27/2021.

2021 ILCA Standard and 4.7 Center & South American Championships

28 August – 2 September 2021.

Sailing Instructions

Venue: Rio de Janeiro, BRAZIL

Organizing Authority: late Clube do Rio de Janeiro (ICRJ) and the ILCA Dinghy Class - Central & South American Region

1. RULES

1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing. The prescriptions of the National Authority will not apply.

1.2 ILCA class rule 7 (a) is restricted as follows: "Only one competitor shall be on board whilst racing. The competitor shall be named on the entry form."

1.3 Appendix P "Special Procedures for Rule 42" will apply.

1.4 Appendix T "Arbitration" will apply.

1.5 In all rules governing this event. (a) (DP) denotes a rule for which the penalty is at the discretion of the International Jury; and (b) (NP) denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

1.6 (NP, DP) Advertising - The organizing authority may require competing boats to carry event sponsor advertising.

1.7 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the virtual Notice Board in the Event's WhatsApp Group.

2.2 The race Office is located at the late Clube do Rio de Janeiro, Avenida Pasteur 333, Urca – Rio de Janeiro - Brazil.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 1000 on the day it will take effect, except that any change to the schedule of races will be posted before the end of the last protest time or 2000, whichever is later, on the day before it will take effect.

4. REGISTRATION / EQUIPMENT INSPECTION

4.1 Each competitor shall register at the race office and complete all required registration and equipment inspection formalities before racing. Competitors that do not complete all required registration and equipment formalities will not be assigned to fleets.

4.2 Information on equipment inspection will be posted on the virtual Notice Board in the Event's WhatsApp Group. Boats shall be presented with all equipment that shall be used in the event, with the bottom mast, boom and all control lines rigged and with the sail and top section derigged ready for inspection.

5. EQUIPMENT PROTESTS (NP, DP)

5.1 Equipment protests will only be accepted from either the race committee, technical committee or jury. This changes RRS 60.1(a).

5.2 If a boat is sailed without a centreboard stopper, or with no mast retention line attached (class rule 3(b) xi), a scoring penalty of 30% of the score for did not finish rounded to a whole number (rounding 0.5 upward) will, without a hearing, be added to the boats score in the last completed race in which she was racing without a centreboard stopper or the retention line. However, she shall not be scored worse than DSQ. This changes RRS 63.1 and RRS A5.

5.3 If a sail, top mast, or bottom mast has been changed prior to a race without the permission required by instruction 6.4 the competitor will be disqualified without a hearing from the last completed race when the change was used. This changes RRS 63.1 and RRS A5.

5.4 For any other equipment protest, the jury may apply an alternative penalty to disqualification.

6. BOATS AND EQUIPMENT (NP, DP)

6.1 The event will be sailed in Laser class boats as recognized by World Sailing, commonly sold under the brand name "ILCA" or "Laser." All boats must have a valid World Sailing plaque attached in accordance with the ILCA class rules to the aft face of the cockpit.

6.2 Each competitor shall use only one hull, sail, batten set, mast, boom, centreboard and rudder; all of which shall be identified during equipment inspection.

6.3 In the event of damage, boats and equipment may only be substituted with the written permission of the technical committee. If the damage occurs less than two hours before the first scheduled start on a racing day, and before the start of the last race of the day, provisional verbal permission shall be obtained from the technical committee, jury or race committee and the written permission of the technical committee shall be applied for before the end of the protest time limit at the end of the day in which the substitution takes place.



Late Clube do Rio de Janeiro

6.4 For the purposes of RRS G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted (see NOR 2.1). This changes RRS G1.1.

6.5 When ashore boats shall be kept in their assigned places at the venue.

6.6 Boats may be required to display identification numbers.

6.7 Boats may be required to carry cameras, sound equipment or positioning equipment as specified and supplied by the organizing authority.

7. RACE FORMAT

7.1 The event will consist of a single series with 8 (eight) races scheduled.

7.2 04 (four) races are required to constitute a series.

8. SCHEDULE OF RACES

8.1

Date	Time	Activity
28 August	0900-1200 & 1300-1800	Registration and Equipment Inspection,
29 August	0900-1200 & 1300-1800	Registration and Equipment Inspection,
30 August	0900-1200	Registration and Equipment Inspection
	1100	Opening ceremony
	1300	2 races back to back
31 August	1300	2 races back to back
01 September	1300	2 races back to back
02 September	1300	2 races back to back
	1700	Prize giving and closing ceremony

8.2 The time of the first warning signal on 30 August – 2 September 2021 will be 1300.

8.3 Each day succeeding races will be started as soon as practicable after the finish of the previous race.

8.4 On the last day of the championship, no warning signal will be made after 1600.

8.5 The schedule may be changed to sail more than two races a day.

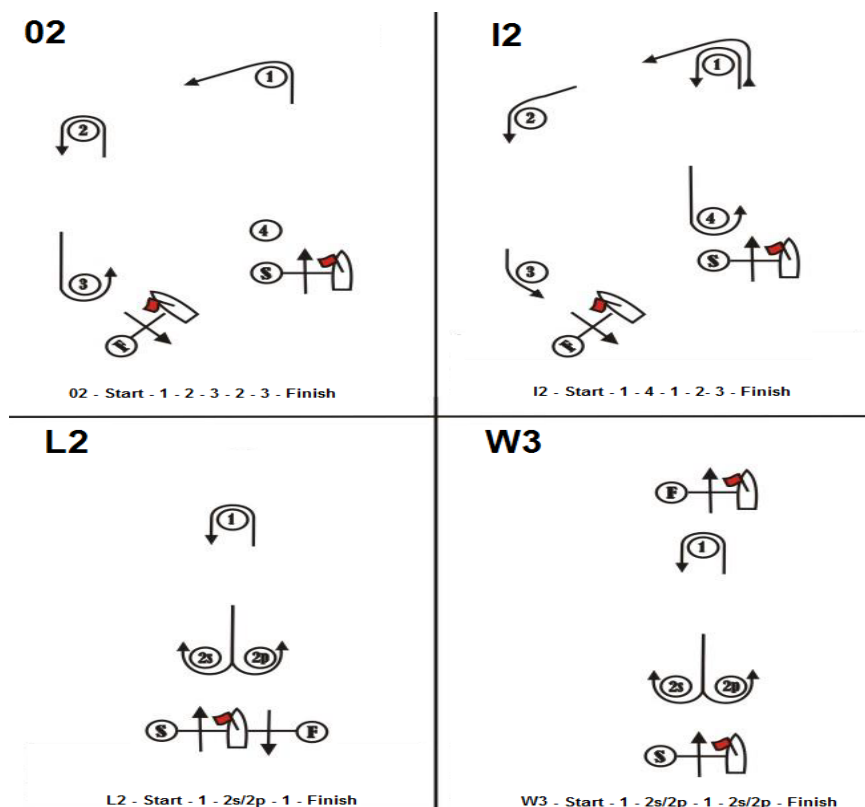
9. SIGNALS MADE ASHORE

9.1 Signals made ashore will be displayed on the main flag mast in the late Clube do Rio de Janeiro.

9.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

10. THE COURSES

10.1 The diagram shows the courses, the order in which marks are to be passed and the side on which each mark is to be left.





Yacht Club do Rio de Janeiro

10.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
10.3 The length of the course will be set for a target time of 60 minutes. Failure to meet the target time will not be grounds for redress under RRS 62.1(a).

11. MARKS

- 11.1 Course marks 1, 2, 2S/P, 3 and 4 will be inflated yellow.
- 11.2 Change marks will be inflated red cylinders.
- 11.3 The starting marks will be committee boats with orange flags at each end.
- 11.4 The finishing line marks will be committee boats and white buoy.

12. THE START

- 12.1 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound signal at least five minutes before a warning signal is made.
- 12.2 The warning signal for the subsequent starts will be made as soon as practicable after the previous start.
- 12.4 The starting line will be between staffs displaying orange flags on the starting marks.
- 12.4 (DP, NP) Boats whose warning signal has not been made shall avoid the starting area during start sequences for other fleets.
- 12.5 A boat starting later than five minutes after her starting signal will be scored did not start (DNS). This changes RRS A4 and A5.

13. STARTING PROCEDURE

- 13.1 Races will be started using either RRS 30.3 (U Flag Rule), or RRS 30.4 (Black Flag Rule).
- 13.2 RRS 30.4 (Black Flag Rule) is supplemented as follows.
 - (a) Sail numbers will be displayed for at least 3 minutes. A long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the racing area, defined in instruction 13.2(b) before the new preparatory signal. If she fails to do so, she is liable to be scored DNE.
 - (b) Before the starting signal, the racing area is the area within 100 metres of the starting line. After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 2S/P, 3 and 4 at all times when any boat of any fleet is still racing.

14. CHANGE OF THE NEXT LEG OF THE COURSE

A change of the next leg of the course will first be attempted by changing the position of the original marks. When this is not possible the course will be reset using one or more new marks (described in instruction 11). When new marks are already in use, the course may be further reset using the original marks. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

15. ABANDONING A RACE

Under RRS 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s) as measured by the race committee. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

16. THE FINISH

The finishing line will be between a staff displaying a blue flag on the race committee vessel at the starboard end and the course side of the finishing mark at the port end, except when RRS 32.2 'Shortening Course' applies.

17. TIME LIMIT

Boats failing to finish within 20 minutes after the first boat in her fleet sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, RRS A4 and RRS A5.

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1 Protest forms are available at the event secretariats. Protests and requests for repair or reopening must be delivered to those offices as specified. **(NP, DP)**
- 18.2 Protests from boats regarding eligibility and class rules must be submitted by the protest deadline of 02/09/2021
- 18.2 Protest notices will be posted within 30 minutes of the protest time limit for each fleet. Protests will be heard at the jury office.
- 18.3 On the last day of the qualifying series a request for a reopening of a hearing under RRS 66 shall be delivered: o within the protest time limit if the party was informed of the decision on the previous day; o no later than 30 minutes after the party was informed of the decision on that day.
- 18.4 On the last day of the qualifying series a request for redress based on a jury decision under RRS 62.2 shall be delivered no later than 30 minutes after the decision was posted.
- 18.5 A list of boats that, have been penalised for breaking RRS 42 will be posted after racing each day.



Yacht Club do Rio de Janeiro

19. SCORING

19.1 Four races are required to be completed to constitute a championship.

19.2 When fewer than four races have been completed, a boat's score will be the total of her race scores.

19.3 When four or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.

20. TITLES & PRIZES

The first 5 placed in the General Classification and the first 3 placed in each category of Classes ILCA Standard and 4.7 will be awarded; provided that in each category there are at least 5 (five) boats registered.

21. SUPPORT VESSELS AND COACH/TEAM LEADER MEETINGS (DP, NP)

21.1 There will be a coach meeting at the race office 1.5 hours before the first scheduled warning signal of the first race of the first day.

21.2 Each support vessel driver shall confirm registration of their vessels and submit the names and sails numbers of the boats they are supporting at the race office before 1800 on 29 August 2021.

21.3 Each support vessel shall clearly display an identification number supplied at registration. No other individual support vessels shall be used.

21.4 Each support vessel is required to carry a VHF radio capable of transmitting and receiving all international ship-to-ship channels.

21.5 Each support vessel driver and crew shall wear a personal flotation device securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

21.6 When the support vessel engine is running the driver shall be connected to a device that will stop the engine if the driver falls out the vessel or is otherwise not in control of the vessel.

21.7 Except when participating in rescue operations support vessels shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 2S/P, 3 and 4 from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of all fleets. When any boat is racing from mark 5 to the finish support vessels shall stay out the area from 100 meters below mark 5 to 100 meters above the finish line. When boats are finishing support vessels shall stay more than 100 meters outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.

21.8 If a support vessel does not comply with instructions 21.3, 21.4, 21.5, 21.6, and 21.7 a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of the support boat.

22. SAFETY (NP, DP)

22.1 Each competitor shall wear a personal flotation device at all times while afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

22.2 A competitor who requires assistance should wave one arm with hand open. If no assistance is required, the arm should be waved with fist closed.

22.3 If considered necessary, a competitor may be ordered by a race organization boat to abandon his or her boat and board a patrol vessel.

22.5 A boat that retires from a race shall notify a race committee, safety or jury vessel as soon as possible and the race office immediately after returning to the shore.

22.6 If a boat is abandoned, it will be marked with a hazard tape tied through the bow eye to signal that the competitor is safe.

22.7 OBSTRUCTIONS

22.7.1 The area between the two cardinal nautical marks and the head of Santos Dumont Airport runway is an obstruction.

22.7.2 No boat can cross the obstruction area define in S.I. 22.7.1 at any time during the event. [DP][NP].





Late Clube do Rio de Janeiro

23. COVID STATEMENT (DP)

By participating in the event, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with the COVID-19 procedures of the organizing authority published on the official notice board.

24. RUBBISH/TRASH DISPOSAL

Trash may be placed aboard support or race official vessels.

25. PHOTOGRAPHY CONSENT

By entering the event competitors accept that they may be photographed and/or videotaped participating in the event and/or using the event facilities and they consent to the taking of such images and to the use, reuse, publication, and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitor's approval of such images or any use thereof.

26. LIABILITY

26.1 The late Clube do Rio de Janeiro, the International Laser Class Association and all their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at their own risk.

26.2 The establishment of the notice of race and the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.

26.3 All competitors shall maintain their boats in a safe and seaworthy condition.

26.4 A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.

26.5 At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the organizing authority and should provide their own coverage for personal goods and liability protection. The organizing authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.

26.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the event and while racing.

27. OFFICIAL VESSELS

27.1 All other race committee vessel will display a orange flag with letters RC or Race Committee.

27.2 Jury vessels will display a flag with the word J or JURY.

27.3 Press vessels will display a flag with the word MEDIA or PRESS.

27.4 Failure of an official vessel to fly an identifying flag will not be grounds for redress under RRS 60.1(b).